

SAILING DIRECTIONS CORRECTIONS

PUB 191 **8 Ed 1996** **LAST NM 34/00**

Page 65—Lines 18 to 44/R; read:

West coast.—The W coast of the island extends between L'Eree Point (49°28'N., 2°39'W.), the NW extremity, and Pleinmont Point, 2 miles SSW. It is fronted by numerous detached rocks and dangers, which lie up to 2 miles offshore.

Lihou Island, fringed by reefs, is 23m high and lies 0.4 mile WNW of L'Eree Point. This island is conspicuous and its summit rises at the W end. A prominent rock stands near the middle of the island. Fort Saumarez, a prominent disused lookout tower, surmounts a hillock standing on L'Eree Point.

Les Hanois (49°26'N., 2°42'W.), a group of above and below-water rocks, extends up to about 1.8 miles W of Pleinmont Point, the SW extremity of the island. A main light is shown from a conspicuous tower, 33m high, standing on a rock 1.2 miles W of Pleinmont Point. The light structure is reported to be radar conspicuous.

A prominent radio mast stands on the high ground, close within Pleinmont Point. Torteval church, with a prominent round tower and high spire, stands 1.2 miles E of the point.

Fort Grey, with a white prominent tower, stands close offshore, 0.9 mile NE of Pleinmont Point. It is 20m high and connected to the shore by a causeway.

4.15 North coast.—The N coast of the island extends between Pleinmont Point and **Fort Doyle** (49°30'N., 2°30'W.), its NE extremity. It is low and consists of numerous bays bordered by rocky points, which are marked by old forts or towers. These small bays afford shelter from offshore winds to small vessels with local knowledge.

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Page 65—Lines 47 to 53/R; read:

Fort Le Plomb stands on a headland, 0.5 mile WNW of Fort Doyle. L'Anresse Bay is entered close W of this point and provides shelter to small craft during winds between SE and WSW.

Caution.—The N coast of the island should not be approached within a distance of 5 miles as the entire coast is encumbered by extensive foul ground and numerous off-lying dangers, which may best be seen on the local chart.

The outermost dangers consist of several detached steep-to shoal patches and rocks, with depths of 9 to 20m, on which the sea breaks heavily.

A firing range extends about 1.3 miles N and 1.5
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Page 66—Lines 1 to 11/L; read:

4.16 South coast.—The S coast of the island extends between Pleinmont Point and Saint Martin's Point, 6 miles E. It is high and cliffy. Hautnez, 103m high, the highest part of the island, lies about 4 miles E of Pleinmont Point. Conspicuous disused lookout towers stand near the S shore,

0.4 mile and 2.1 miles E of Pleinmont Point.

Several dangers front this stretch of coast and lie up to 0.8 mile offshore.

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Page 66—Lines 15 to 41/L; read:

granite tower, stands at an elevation of 118m about 0.5 mile NNW of the point.

A main light is shown from a concrete building, 5m high with a flat roof, standing on a rocky spur below Saint Martin's Point.

Caution.—An explosives dumping area, which may best be seen on the chart, lies centered 8 miles SSW of Pleinmont Point.

4.17 East coast.—The E side of the island includes Herm and the adjacent dangers. The E coast of Guernsey has a gradual downward slope from Saint Martin's Point to close N of Saint Peter Port, 2.4 miles N. The land then continues low with a few small hills toward Fort Doyle. The entire stretch of coast is fringed by numerous dangers.

The Great Bank (49°26'N., 2°31'W.) lies with its S end located about 0.5 mile ENE of Saint Martin's Point. It has a least depth of 4m and consists of sand and shells. This bank extends about 2 miles NNE and lies nearly parallel to the S part of the E coast. A passage, with general depths of 34 to 47m, separates The Great Bank from the dangers fronting the coast and has a minimum width of about 0.3 mile.

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Page 66—Line 48/L; read:

4.18 Tides—Currents.—The tidal currents off the E side of

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Page 66—Lines 1 to 57/R; strike out.

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Page 67—Lines 1 to 57/L; read:

4.19 Beaucette Yacht Marina, formed from a disused quarry, is situated 0.2 mile S of Fort Doyle. The entrance fairway is indicated by a lighted range.

Vale Mill, a conspicuous tower, stands 0.9 mile SSW of Fort Doyle and is the tallest object on NE part of the island. Belvedere House, a large conspicuous building, is situated 1.6 miles N of Saint Martin's Point.

Platte Fougere (49°31'N., 2°29'W.), a reef which dries 4m, lies 0.9 mile NE of Fort Doyle. It is located at the W side of Little Russel and is the outermost danger fronting the NE extremity of the island. A main light is shown from a prominent tower, 25m high, standing on this reef. A racon is situated at the light.

Petite Canupe, which dries 3.4m, is one of the principal rocks of a group of dangers fronting the E side of Fort Doyle. It lies about 0.6 mile S of Platte Fougere and is marked by a lighted beacon.

Platte, a drying rock, lies 0.6 mile offshore, about 1.3 miles SSE of Fort Doyle. A light is shown from a stone tower, 9m high, standing on this rock.

Roustel, a reef which dries, lies 0.5 mile ENE of Platte and is marked by a lighted beacon.

4.20 Herm (49°28'N., 2°27'W.) lies 2 miles E of Guernsey. This island, along with the surrounding rocks, divides Little Russel from Big Russel. A conspicuous stone obelisk stands at the N end of the island. The smaller island of Jethou lies 0.5 mile SW of the S end of Herm.

Several small but high islets, numerous above and below-water rocks, and a number of areas of extensive foul ground surround both these islands.

The S most dangers are Lower Heads, which dry 1.2m, and Sardriere, a rock with a depth of 1.5m, lying 0.3 mile ESE. These dangers lie about 1.5 miles SSW of Jethou and are marked close S by a lighted buoy.

Fourques of Big Russel, a drying rock, lies about 0.6 mile SE of the SW extremity of Herm. This rock forms the SE most danger and is marked close N by a lighted buoy.

Noire Pute, 2m high, lies about 1 mile E of the E extremity of Herm. It forms the E most danger and is marked by a light.

Grande Amfroque (49°31'N., 2°25'W.), lying about 2 miles NE of the N extremity of Herm, is the outermost above-water rock in this vicinity. It has two peaks; the tallest is 17m high and is marked by two beacons.

Bonne Grune, a rock with a depth of 3.4m, lies 1 mile ENE of Grande Amfroque and is the NE most danger off Herm. Platte Boue, a small group of shallow rocks, forms the N most danger off Herm and lie about 0.8 mile NNW of Grande Amfroque.

Tautenay, a drying reef, is located 1.1 miles N of the N extremity of Herm. It lies at the E side of Little Russel and is marked by a lighted beacon.

Brehon Tower (49°28'N., 2°29'W.), round and 17m high, stands in the middle of a partly drying reef, 1.3 miles WSW of the NE extremity of Herm. It is conspicuous and marked by a light.

4.21 Directions.—Saint Peter Port and Saint Sampson can be approached from the N through Little Russel, the entrance of which lies E of Platte Fougere. Vessels can pass either E or W of Roustel. This channel, however, can be very dangerous due to strong tidal currents and the numerous above and below-water rocks in its vicinity. During poor visibility, vessels are recommended to pass W of Guernsey and approach from the S.

From S of Saint Martin's Point, the route leads generally N, passing between The Great Bank and the E coast of the island. Alternatively, vessels may pass between The Great Bank and the dangers fronting the SW side of Jethou.

4.22 Saint Sampson (49°29'N., 2°31'W.) (World Port Index No. 35990), a small harbor protected by a breakwater, is used by coasters.

Depths—Limitation.—The harbor and the approach channel dry. The entrance channel, which has a width of 36m, has depths of 7.3m at MHWS and 4.9 to 5.2m at

MHWN. There is about 500m of total quayage. There are facilities for general cargo, tanker, and LPG vessels. Generally, coasters up to 76m in length and 4.6m draft can be accommodated. It is reported (1999) that a vessel 76m in length with a draft of 6.1m entered at HW.

Aspect.—A lighted range indicates the entrance fairway. Vale Castle stands near the shore, 0.2 mile N of the harbor entrance.

Three conspicuous chimneys stand close N of the harbor and a group of prominent storage tanks are situated along the shore on the S side of the harbor.

Pilotage.—See paragraph 4.13. The harbor can be contacted on VHF channel 12; however, all marine communications should be routed via Saint Peter Port (Port Control).

Signals.—A red light is shown from the pier when vessels are prohibited from entering or leaving the harbor. A flashing orange light is shown when the commercial berths will be occupied during the next tide.

Caution.—Tidal currents set across the harbor entrance making the approach difficult.

An area being reclaimed lies close S of the harbor entrance.

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Page 67—Lines 1 to 5/R; strike out.

(NIMA)

35/00

Page 67—Lines 8 to 40/R; read:

4.23 Saint Peter Port, an artificial harbor, is the only deep-water harbor on the island. The S side is formed by Castle Pier, which extends 0.3 mile ENE to Castle Cornet. Castle Breakwater then extends 0.1 mile NE from Castle Cornet. The N side is formed by Saint Julian's Pier, extending E from the shore, and White Rock Pier continuing SSE.

Tides—Currents.—Tides rise about 9.3m at HWS and 7m at HWN. The tidal currents in Great Road reach a rate of less than 1 knot. Tidal eddies may form at times, close inshore off the port.

Depths—Limitations.—Two small marinas lie in the SW part of the harbor. A large marina, protected by breakwaters, is situated on the N side of Saint Julian's Pier. Facilities for fishing craft are situated in the inner part of the harbor.

New Jetty extends from the N side of the harbor and provides the main commercial berths. There are facilities for general cargo, container, and ro-ro vessels; automobile ferries; wave-piercing catamarans; and hydrofoils. There is about 600m of total quayage with berths up to 140m long. Depths alongside range from drying to 7m. A controlling depth of 4.2m lies in the harbor entrance. Vessels up to 130m in length with drafts up to 8.9m at MHWS and 6.7m at MHWN may enter the port.

Aspect.—Castle Cornet, a conspicuous castle with a flagstaff and its SE bastion painted white, stands on the S side of the harbor, about 0.3 mile offshore.

Victoria Tower stands on the high ground overlooking the town. It is conspicuous and is situated about 0.7 mile W of the harbor entrance. A television mast stands close SSW of

the tower. Elizabeth College, a large building with four spires, stands close SSE of the tower and is prominent.

Saint Joseph's church, with a conspicuous green copper spire, is situated 0.2 mile SSW of Victoria Tower. Of the numerous churches in the town, this church has the highest elevation and is situated W of the range marking the harbor entrance fairway.

A main light is shown from a prominent tower, 12m high, standing on the head of Castle Breakwater. Belvedere Light is shown from a structure, 4m high, standing close to the shore, about 0.5 mile SW of the head of Castle Breakwater.

Pilotage.—See paragraph 4.13.

Signals.—Traffic signals are displayed from a signal station situated on the head of White Rock Pier.

When a red light is displayed, vessels are prohibited from
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Page 67—Lines 46 to 55/R; read:

The local authorities may permit a particular vessel to enter the harbor or leave a berth or mooring, while the above signal lights are exhibited. Vessels may not enter or leave the harbor or shift berth without obtaining permission from Port Control through Saint Peter Port radio station. Vessels under 13m in length, except those under sail, are exempt.

Anchorage.—Great Road fronts the harbor
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Page 68—Lines 4 to 9/L; read:

the port. The best anchorage for large vessels is about 0.5 mile E of the light structure standing on the head of White Rock Pier. Small vessels may anchor about 0.4 mile NE or 0.8 mile NNE of the same light structure.

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Page 68—Line 17/L; read:

better conditions will be found NE of Herm.

Caution.—A range indicating the channel in Little Russel is formed by the structures of Belvedere Light and the main light at the head of Castle Breakwater. It is reported that this range is difficult to distinguish in the afternoon light or in hazy conditions.

High speed craft (catamarans and hydrofoils) may be encountered in the approaches to the port.

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